

## IN THE CLAIMS

This listing of claims replaces all prior versions and listing of claims in the application:

1. (currently amended) A guided vehicle for use on a roadway having a lane and a plurality of guidepath indicators extending along the roadway for indicating the path of the lane comprising a vehicle body adapted for travel at high speeds on the roadway and having a front and a rear, a pair of front wheels pivotably coupled to the body and a pair of rear wheels pivotably coupled to the body for steering the body relative to the roadway, a front steering mechanism coupled to the front wheels for pivoting the front wheels relative to the body and a rear steering mechanism coupled to the rear wheels for pivoting the rear wheels relative to the body, ~~at least one~~ a front sensing unit carried by the front of the body in close proximity to the front wheels for sensing the guidepath indicators as the body travels along the roadway and providing a first signal indicative of the position of the front of the body relative to the guidepath indicators and a rear sensing unit carried by the rear of the body in close proximity to the rear wheels for sensing the guidepath indicators as the body travels along the roadway and providing a second signal indicative of the position of the rear of the body relative to the guidepath indicators and a controller coupled to the ~~at least one front and rear sensing units~~ and the front and rear steering mechanisms for receiving the ~~signal~~ first and second signals and controlling the pivoting of the front and rear wheels as a function of the ~~signal~~ first and second signals.

Claim 2. (cancelled)

3. (currently amended) A guided vehicle as in Claim 1 wherein the at least one of the front and rear sensing units includes a video camera mounted on the body for visualizing a plurality of painted lines extending along the roadway.

4. (currently amended) A guided vehicle as in Claim 1 wherein the at least one of the front and rear sensing units includes an antenna for receiving a signal from a plurality of emitters extending along the roadway.

5. (currently amended) A guided vehicle as in Claim 1 wherein the at least one of the front and rear sensing units includes a laser source for receiving a laser light signal from a plurality of reflectors extending along the roadway.

6. (currently amended) A guided vehicle as in Claim 1 wherein the at least one of the front and rear sensing ~~unit~~units includes a magnetometer for sensing a plurality of guide magnets extending along the roadway.

7. (original) A guided vehicle as in Claim 1 wherein the rear steering mechanism includes an actuator coupled to the rear wheels.

8. (original) A guided vehicle as in Claim 1 wherein the controller includes a computer.

9. (currently amended) A transportation system for use on a roadway having a lane and a plurality of guidepath indicators extending along the roadway for indicating the path of the lane comprising a lead vehicle and a trailing vehicle adapted for travel at expressway speeds on the roadway, the trailing vehicle having a rear, a coupling mechanism for coupling the trailing vehicle to the lead vehicle, a pair of wheels pivotably coupled to the rear of the trailing vehicle for steering the trailing vehicle relative to the roadway, a steering mechanism coupled to the wheels for pivoting the wheels relative to the trailing vehicle, ~~at least one~~a sensing unit carried by ~~one of the lead vehicle and the rear of the trailing vehicle in the vicinity of the wheels~~ for sensing the guidepath indicators as the lead vehicle and the trailing vehicle travel along the roadway and providing a signal indicative of the position of ~~at least a portion of the lead vehicle and the rear of the trailing vehicle~~ relative to the guidepath indicators and a controller coupled to the ~~at least one~~ sensing unit and the steering mechanism for receiving the signal and controlling the pivoting of the wheels as a function of the signal so as to maintain the ~~lead vehicle and the trailing vehicle~~ within the confines of the lane.

Claims 10-11. (cancelled)

12. (original) A transportation system as in Claim 9 wherein the coupling mechanism is a coupling mechanism for removably coupling the trailing vehicle to the lead vehicle.

13. (original) A transportation system as in Claim 9 wherein the trailing vehicle includes a motor for powering the trailing the vehicle along the roadway.

Claim 14. (cancelled)

15. (currently amended) A method for guiding a vehicle having a pair of front wheels and a pair of rear wheels along a curve of a roadway having a lane comprising providing a plurality of guidepath indicators at spaced-apart intervals along the roadway for indicating the

path of the lane along the curve, steering the front wheels of the vehicle to negotiate the curve, providing an electronic sensing unit on the vehicle in the vicinity of the rear wheels to sense each of the guidepath indicators during travel of the vehicle along the roadway and to provide a signal indicative of the relative distance between the vehicle and each of the guidepath indicators and steering the rear wheels in response to the signal to maintain the vehicle within the confines of the lane.

16. (original) A method as in Claim 15 wherein the guidepath indicators are positioned along the side of the lane.

17. (original) A method as in Claim 16 wherein the guidepath indicators are positioned in the center of the lane.

18. (original) A method as in Claim 16 wherein the guidepath indicators are magnets.

19. (original) A method as in Claim 16 wherein the guidepath indicators are energy emitters.

20. (original) A method as in Claim 16 wherein the guidepath indicators are lines painted on the roadway.

21. (new) A transportation system for use on a roadway having a lane and a plurality of guidepath indicators extending along the roadway for indicating the path of the lane comprising a lead vehicle and a trailing vehicle adapted for travel at expressway speeds on the roadway, the lead vehicle having a front and the trailing vehicle having a rear, a coupling mechanism for coupling the trailing vehicle to the lead vehicle, a first pair of wheels pivotably coupled to the front of the lead vehicle for steering the lead vehicle relative to the roadway and a first steering mechanism coupled to the first pair of wheels for pivoting such wheels relative to the lead vehicle, a second pair of wheels pivotably coupled to the rear of the trailing vehicle for steering the trailing vehicle relative to the roadway and a second steering mechanism coupled to the second pair of wheels for pivoting such wheels relative to the trailing vehicle, a first sensing unit carried by the lead vehicle for sensing the guidepath indicators as the lead vehicle travels along the roadway and providing a first signal indicative of the position of the lead vehicle relative to the guidepath indicators and a second sensing unit carried by the trailing vehicle for sensing the guidepath indicators as the trailing vehicle travels along the roadway and providing a second

signal indicative of the position of the trailing vehicle relative to the guidepath indicators and a controller coupled to the first and second sensing units and the first and second steering mechanisms for receiving the first and second signals and controlling the pivoting of the first and second pairs of wheels as a function of the first and second signals so as to maintain the lead vehicle and the trailing vehicle within the confines of the lane.

22. (new) A transportation system as in Claim 21 wherein the coupling mechanism is a coupling mechanism for removably coupling the trailing vehicle to the lead vehicle.

23. (new) A transportation system as in Claim 21 wherein the trailing vehicle includes a motor for powering the trailing the vehicle along the roadway.